

CARGO AND CABIN

LINERS HALT IN MID-OCEAN

The Pacific Mail liner Mongolia, in sailing from Honolulu for the Orient on last Friday evening, met with the steamship Korea, San Francisco bound, on Sunday morning, and then halted.

Three stowaways, brought to light by vigilant officers in the Mongolia, were the motif for the mid-ocean meeting of the two Pacific Mailers.

The stowaways are to be returned to the coast, and during the stay of the Korea at Honolulu last night and this morning, a close guard was maintained over the ship's brig, in which they were kept prisoners.

Favorable weather prevailed while the transfer from Mongolia to Korea was in progress.

Eighteen hundred tons Oriental cargo have been discharged from the Korea, and that vessel sailed away for the Golden Gate at noon today, taking less than thirty cabin passengers.

Fortune favored the Korea on the long voyage from Manila, by the way of Hongkong and the Japanese ports. The vessel reached a berth at Alakea wharf shortly after five o'clock last evening. For Honolulu 12 cabin, 5 second class and 200 Asiatic steerage passengers disembarked.

Among the latter are 107 Filipinos, 83 Japanese and a few Chinese. The little brown brothers and a few sisters were bundled into waiting wagons and together with their picturesque array of goods and chattels, hauled to the sugar planters' stockade, there to await transportation to island sugar estates.

The Korea carries one of the largest lists of through passengers in several voyages. Destined for San Francisco are 162 cabin, 52 second class and 232 Asiatic steerage passengers. Pursing Macpherson reports pleasant weather for the greater part of the trip.

Captain Lapping Rises to Explain.

HILO, May 11.—Editor Star-Bulletin. Dear Sir: I note in your paper of the 10th inst. some statements regarding the schooner James H. Bruce. The pilot of Hilu was not carried away out to sea, as he did not board the Bruce, although I was only seven miles off. Also if there had been strong wind blowing as it is reported, I would have made anchorage, pilot or no pilot. The fact of the matter is the wind failed to blow and I drifted right up to Kohala before I could get wind enough to sail. I was not offered a tow, which I would have gratefully accepted. Respectfully, J. LAPPING, Master of the Schooner.

Griffiths Called for Supplies.

For the purpose of renewing a store of provisions as well as receiving a quantity of water, the barkentine J. M. Griffiths rode at anchor off the port last evening, the vessel hailing from Tahiti, and destined for San Francisco with a small amount of cargo. This vessel has been a familiar figure at Honolulu in late years, having been one of several windjammers engaged in the lumber trade. The Griffiths is expected to get away for the coast today.

Sherman Due Tomorrow.

Late wireless received at the quartermaster department today announces the probable arrival of the United States army transport Sherman from San Francisco at an early hour tomorrow morning. The Sherman is making rather slow time down from the coast.

Keaouhu Returned Empty.

Returning without cargo, the Inter-Island steamer Keaouhu is an arrival today, the vessel having carried an extensive shipment of lumber, cement, fertilizer and general cargo, destined for Kaaupali.

Schooner Bruce at Hilo Wharf.

After drifting in sight of the islands for a week past, the schooner J. H. Bruce is reported to have entered Hilo harbor on Saturday, the vessel being heavily laden with lumber. The vessel reached a point near destination only to be blown to sea and was later sighted off Kohala. The schooner is to receive a prompt dispatch.

Mauna Kea Met With Fine Weather.

Back from a trip to Hilo and the way ports, the Mauna Kea brought a fair-sized list of passengers, and cargo including 215 packages sundries, 20 cords wood, 2 autos, 206 bundles of hard wood and crates of poultry. The steamer is being made ready to sail for the Big Island at 10 o'clock tomorrow morning.

Coal for Mahukona.

Two thousand tons Australian coal are reported to have reached Mahukona yesterday in the barkentine Lahaina, which vessel has just rounded out a voyage of 55 days from Newcastle, N.S.W. Hind, Rolph & Co. are the agents for the vessel and cargo.

Vancouver—Eccleses Br. smtr. San Francisco—Nippon Maru, May 16. Yokohama—Shinyo Maru, May 20. Colonies—Makura, May 21. San Francisco—Sonoma, May 16.

THREE MATSON STEAMERS HERE

Three Matson Navigation steamers found berths in Honolulu harbor this morning.

Reporting a fine trip down from San Francisco, Captain Peter Johnson brought the liner Wilhelmina to a berth at the Hackfeld wharf before seven-thirty this morning. Seventy-six cabin and 11 steerage passengers left the vessel at this port.

Following the discharge of 2900 tons of cargo, including extensive shipments of tin plate, material and supplies for the United States quartermaster department, several thousand sacks of cement, flour and a quantity of sundries, the Wilhelmina is scheduled to sail for Hilo on Wednesday night.

One interesting item in the Wilhelmina freight list was an eight-ton cooker, consigned to one of the local fruit preserving companies. Two privately owned automobiles were left here. Two big auto trucks discharged here will be forwarded to Kaaupali.

Purser H. B. Meyer, who is well known to patrons of the Lurline, has been transferred to the Wilhelmina. He takes the place vacated by Phil Levey for one or more trips at least. It is rumored that the change may be permanent, as Levey is said to be slated for a berth in the new Matsonia. Captain Johnson has been ordered to proceed to the east coast of the United States to take command of the latest addition to the Matson fleet, now building at an eastern shipyard.

The Wilhelmina is expected to return from Hilo on Sunday morning. Captain Charles Peterson is believed to be making his last trip in the trim little steamer Hilonian, that reached this port early this morning, filled to the hatch covers with a large and varied cargo, supplied at San Francisco, Seattle and Tacoma. The Hilonian is scheduled to call at Kaaupali, Port Allen, Kahului and Hilo, taking on the last of a big shipment of sugar at the latter port.

The Hilonian was moored at the railway wharf to discharge. The Hilonian met with a few days of rough weather.

The Lurline was shifted from the railway to the Hackfeld wharf this morning, where the last of a large cargo of Hawaiian products will be placed aboard, preparatory to the departure of the vessel for San Francisco at 6 o'clock tonight. The Lurline is sailing for the coast with seven thousand tons of cargo and thirty-five cabin passengers.

Japanese Buy More Tonnage.

The British steamer Gladestry, 2860 tons gross, built at West Hartlepool in 1890, and owned by the Imperial Steamship Co., Manchester, has been bought by Japanese for about £14,000.

The Austrian steamer Auguste, 2709 tons gross, built at Glasgow in 1900, has been sold to Japanese for about £24,000 by the Union Austriaca di Nav. Trieste.

The Swedish steamer Magdala, 2357 tons gross, has also been purchased by Japanese, the price being about £24,000. This vessel was built at Glasgow in 1895, and has been owned by the Aktiebolaget Sydfranska Handelskom, Stockholm.

Ship John Ena at Hilo.

For the purpose of taking on a shipment of five thousand tons sugar, destined for Delaware Breakwater or nearby ports on the east coast of the United States, the big American ship John Ena has arrived at Hilo. The vessel reached the Hawaii port with nearly one thousand tons ballast and coming into the harbor yesterday morning. The John Ena and the Edward F. Sewall represent two windjammers chartered by the Sugar Factors Company to carry cargo from the Hawaiian islands to the Atlantic seaboard.

Missourian Away Tomorrow.

Late advices received here announce the expected departure of the American freighter Missourian from Hilo tomorrow evening. This vessel is scheduled to carry twelve thousand tons sugar destined for Salina Cruz. The Matson Navigation steamer Enterprise, also at Hilo, is predicted to sail for San Francisco tomorrow morning, taking a big cargo as well as a limited number of cabin passengers.

Hawaii Sugar Report.

Purser Phillips, in the Inter-Island steamer Mauna Kea, reports the following sugar as awaiting shipment on Hawaii: Olua 23,000; Waikae 28,500; Hawaii Mill Co. 3200; Hilo Sugar Co. 11,700; Onomea 20,118; Pepeekeo 14,200; Honouma 14,500; Hakalau 16,400; Laupahoehoe 49,750; Kailiki 15,530; Kukaia 17,550; Hanakua Mill Co. 16,250; Paauhau 8000; Honokaa 4000; Kukuihaele 6500; Honuapo 3449 sacks.

In a battle with moonshiners on top of Cumberland mountain, Tenn., two special deputies were killed and United States Deputy Marshal Mark Potter seriously injured.

The entire Montegrin cabinet has resigned in protest of the evacuation of Scutari by King Nicholas.

ECLIPSE AGAIN BECOMES FAMOUS

When the erstwhile Inter-Island gasoline schooner Eclipse was sent from a comfortable berth in "Rotten Row," to the Far East, two years ago, in charge of a crew made up of well-known local maritime men, that vessel appears to have again sprung into the limelight, and achieved additional fame.

While the Pacific Mail liner Korea visited Manila, the Eclipse, considerably altered, and fitted with a new and powerful type of engine, was sent on a trial trip that developed surprising results.

The Eclipse, which years ago was a more or less regular trader between Honolulu and nearby island ports, is fitted with the highest powered crude oil engine yet supplied to the Far East. The Eclipse was originally fitted with a 175-horsepower gasoline engine and engaged in the coasting trade of the Hawaiian islands, but changed ownership in 1911 and was brought over to the Philippines for the Insular Transportation Company. The engines installed not giving satisfaction, it was decided in April of last year to make a change and the type of engine finally selected was the Bolinders, one of 160-horsepower being ordered from the makers in Stockholm. The engine arrived at the beginning of February and the work of installing it was carried out in the short period of 11 days. The trial trip was made when a mean speed of 8½ knots was attained, which was considered satisfactory for the particular trade in which the vessel is engaged.

NAVY TRANSPORT MAY CALL HERE

The United States naval transport and auxiliary Nanshan, which for years has been a well known figure in the Philippines and along the China and Japan coast, is reported as proceeding to the Pacific coast, with a possibility that the vessel will call at Honolulu for supplies and fuel.

The Nanshan sailed from Manila for Nagasaki a fortnight ago. The vessel is to go out of commission at Mare Island, there to receive a thorough overhauling. Several naval officers were passengers as far as Nagasaki. It is reported that the Nanshan and Pacific Mail liner Korea were visitors at Manila at the same time.

The Nanshan is commanded by Captain W. D. Pridemore, who is one of the old-timers in the naval service, having been first officer of the Nanshan with Dewey's fleet in the memorable battle of Manila bay. He knows Oriental waters with a thoroughness possessed by very few navigators, and has a host of friends in the Philippines and on the China coast and Japan, who will regret his change of station.

PASSENGERS BOOKED.

Per str. Kinan, for Kauai ports, May 13.—Miss B. Anderson, C. S. Dole, Miss E. Farley, Mrs. A. C. Farley, Mr. and Mrs. H. O. Harwell, Master Harwell, Mrs. Wright, F. Wichman, Miss Pearn, Miss Macfarlane, Mr. and Mrs. G. P. Wilder, A. Hanberg, B. F. Vickers, Lieut. F. M. Andrew, W. Zeiz, Miss Bridgewater, S. A. Strader, Ah Hoe Akana, Wm. C. Hoy, H. Rohrig, Mr. and Mrs. A. Hanaika, L. D. Larsen.

Per str. Mauna Kea, for Hilo via way ports, May 14.—Mrs. J. H. Raymond, J. C. Cohen, Father James, Miss E. Burton, Miss L. M. Yeo, E. Madden, Mrs. Herbert Wood, Paul Schmidt, Miss A. Schmidt, Miss C. Emberg, Miss C. Scott, P. C. Jones, N. Inafugi, T. Osaki, Chu Ming, Dr. S. M. Phee, S. H. Park, Mr. and Mrs. J. Wight and infant.

Per str. W. G. Hall, for Kauai ports, May 15.—Judge L. A. Dickey, Geo. Otani.

Per str. Mauna Kea, for Hilo via way ports, May 17.—Mr. and Mrs. J. Cohn, Mrs. H. Gooding Field, Mrs. J. Ordenstein, Master W. Ordenstein, Miss M. Ordenstein, Miss M. Chuck, Miss C. Chuck.

Per str. Mikahala, for Maui and Molokai ports, May 13.—Mrs. Wm. Knott, Mrs. A. H. B. Judd.

Per str. Kinan, for Kauai ports, May 20.—Jno. Kamanuawai.

Per str. Kilaua, for Kona and Kau ports, May 20.—Mrs. F. L. Stone, Master Stone.

PASSENGERS ARRIVED

Per M. N. S. S. Wilhelmina, from San Francisco, May 13.—Charles Ackerman, H. K. Ashford, Miss Wilhelmina Baddasky, E. W. Barnard, Mrs. E. W. Barnard, Edw. S. Barnard, R. V. Briscoe, S. H. Brown, Mrs. S. H. Brown, Henry H. Bryant, M. B. Clark, Mrs. Sarah Clark, Miss Sophia L. Clowes, A. W. Collins, B. D. Conrad, Master Granville Danford, Mrs. F. A. Dillingham and servant, F. Dehman Jr., Fred Douglas, Mrs. J. T. Guleck, Dorothy Effinger, Mrs. John T. Guleck, W. C. Hay, J. G. Heath, Mrs. J. G. Heath and child, E. W. Hedeman, C. V. Dodge, Mrs. Henry J. Lawrence and child, Master John Madden, Miss A. Vills, Mrs. Easton Mills, Hugo Monning, D. F. Balch, A. T. Burris, Miss A. Murray, Mrs. James Murray, Chester Noyes, Mrs. B. Ogden, Miss Elsie Ogilvie, W. B. Palmer, Miss F. A. Parker, Miss Helen Peterson, R. D. Poindexter, Miss R. Poindexter, H. W. Porter, Mrs. H. W. Porter and three children, H. E. Rhoades, Mrs. H. E. Rhoades, Miss Florence Roberts, Mrs. H. M. Rogers, Mrs. J. L. Sauers and two children, Mrs. J. C. Sloan, Erwin S. Smith, Miss D. Spenny, S. E. Statler, Miss B. Steffens, E. Strange, Miss Nora Swamy, W. S. Terry, J. W. Thomas, Miss Margery Tilden, Miss Evelyn Tilden, B. O. Tilden, Mrs. B. O. Tilden, N. S. Wakefield, Mrs. N. S. Wakefield, J. Wormser, H. S. Ingamells.

Per P. M. S. S. Korea from Manila via Hongkong and Japan Ports—For Honolulu, M. Tobins, F. G. Wallace, A. Waterhouse, Miss C. S. Bull, Mr. and Mrs. W. H. Burr, R. C. Challenor, Miss C. Childs, Mr. and Mrs. F. Evans, Miss Mary Hissey, Lieut. G. E. Lake, Mrs. P. D. Mason, J. R. Mirrie, Lieut. F. F. Rodgers, Miss Rodgers, Through F. F. Rodgers, Mr. F. Bankhardt, Mrs. J. L. Agnew, Master A. B. Bankhardt, Miss A. Bradford, Miss E. M. Carson, Mrs. E. P. Cooper, Mrs. H. P. DePre, Miss C. DePre, Miss L. DePre, Miss M. A. Dowling, Hon. A. Fairlie, Miss M. J. Fairlie, Miss A. Galt, Miss W. Isom, Mr. T. J. R. Johns, Mrs. T. J. R. Johns, Dr. F. B. Kenney, Mr. W. H. Kerr, Mr. P. E. Laws, Mrs. P. E. Laws, Rev. P. H. J. Lerrigo, Mrs. P. H. J. Lerrigo, Miss E. Lerrigo, Mr. A. Newhouse, Mr. L. Newhouse, Mrs. C. E. Patten, Mr. T. Pettigrew, Mrs. T. Pettigrew, Mr. C. W. Pettigrew, Miss C. Rasmussen, Capt. J. de C. Renalho, Mr. L. W. Rowland, Mrs. L. C. W. Rowland, Mrs. L. H. Schwartz, Miss C. W. Skinner, Mrs. S. S. Spencer and maid, Miss M. E. Talmage, Miss K. H. Talmage, Mr. H. Tammien, Mrs. H. H. Tammien, Mr. P. W. Taylor, Mrs. P. C. M. Thibault, Rev. M. V. Tobin, Mr. S. K. Tsao, Mrs. S. K. Tsao, Mr. A. Watt, Mr. J. Wiesenerberger, Mrs. J. Wiesenerberger, Mrs. P. B. Young, Master W. Young.

Mr. A. L. Allen, Mr. B. C. Allen, Mrs. B. C. Allen, Gen. J. M. Bell, U. S. A., Mrs. J. M. Bell, Lieut. Col. C. E. G. Burr, Miss Helen Burr, Miss M. C. Burr, Mr. W. H. Burr, Mr. F. W. Cane, Mr. P. K. Condit, Mr. J. H. Cook, Mr. S. W. Copelin, Mrs. S. W. Copelin, Mrs. R. L. Cowan, Mr. Harry H. Kane, Miss E. M. Dawson, Mr. J. J. Dempsey, Mrs. J. J. Dempsey, Mr. S. Ebara, Dr. H. Evers, Mr. H. Fairbanks, Mrs. H. Fairbanks, Miss H. Fairbanks, Miss Alice Farmer, Mr. F. F. Frisbie, Mrs. S. D. Gaylor, Mrs. J. W. Gibbs, Mrs. E. W. Gilmore, Mr. C. A. Gilmore, Mr. G. H. del Grella, Mrs. G. H. del Grella, Mr. D. A. Gregg, Mrs. D. A. Gregg, Miss E. Gregg, Miss L. Gregg, Mr. W. A. Grozier, Mrs. W. A. Grozier, Mr. T. F. Harris, Mr. P. W. Harter, Mrs. P. W. Harter, Mr. A. Hattori, Mrs. S. E. Herr, Mrs. A. E. Hibbard, Miss L. W. Holbrook, Mr. E. R. Holmes, Miss E. R. Hornbeck, Dr. K. Ibuska, Mr. M. Inouye, Mr. K. Iwadare, Rev. J. A. Jones, Mr. A. F. G. Keer, Mrs. A. F. G. Keer and child, Miss M. J. Keer, Mrs. C. Klein, Mr. C. Kulekampff, Mrs. M. Langel, Judge Thomas Z. Lee, L.L.D., Mrs. Thomas Z. Lee, Mr. J. A. S. Lehmann, Mrs. A. S. Lehmann, Mr. A. J. Marcus, Mrs. A. J. Marcus, Mr. C. H. Merrill, Mrs. C. H. Merrill, Miss Dorothy B. Meyers, Mr. I. Miyaji, Miss M. E. Morrow, Mrs. A. Mueller, Miss E. Mueller, Mr. S. L. Munson, Mrs. S. Newmand, Mr. G. F. Pollock, Mrs. Joseph Pressey, Mr. C. H. Probert, Mrs. C. H. Probert, Mr. E. J. Putnam, Mrs. E. J. Putnam, Mr. Chas. Reich, Mr. A. Reiter, Miss A. Rooke, Mr. J. A. Ross, Mrs. J. A. Ross, Major A. M. Rotheram, Mrs. A. M. Rotheram, Mr. W. H. Schoellkopf, Mrs. W. H. Schoellkopf, Mrs. E. J. Smith, Miss M. H. Smith, Mr. R. W. Speer, Mrs. R. W. Speer, Miss Florence E. Tobey, Mr. J. F. Tritch, Mrs. J. F. Tritch, Miss Ume Tsuda, Mr. W. Tweedale, Mrs. W. Tweedale, Mr. J. Vucetich, Mrs. K. Wakayama, Rev. R. H. Walker, Mrs. R. H. Walker, Mr. Geo. Wardman, Mr. R. E. L. Winter, Mrs. R. E. L. Winter, Mr. K. Yamamoto.

Per str. Mauna Kea from Hilo and way ports: D. L. Conkling, Mrs. W. Baehr, Miss R. Baehr, R. F. Stromberg and wife, Miss R. Bennett, Geo. Grause, H. C. Skow, wife and son, A. L. Black, Dr. W. L. Moore and wife, T. J. Fitzpatrick, M. A. Rycroft, Miss Castle, R. W. Breckons, W. Williamson, C. E. Wright, J. S. Hargie, D. Hocolak, Mrs. F. J. Silva, V. H. Hampton, M. Alameda, R. H. Hitchcock, J. Johnson, E. F. Nichols, Miss Merrill, Miss M. Damon, K. C. Kubo, C. Sinclair, C. Tanaka, Mrs. T. Ogawa and child, A. N. Hayselden, C. Schoening, T. Divine, H. Glass, L. E. Arnold, J. T. McCrossen, J. A. McCandless, Rev. C. Kikuchi, K. Y. Yonaga, R. Kuro-sawa, Mrs. Clemence.

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VESSLS TO AND FROM THE ISLANDS

[Special Cable to Merchants' Exchange]

Tuesday, May 13.
SAN FRANCISCO—Arrived, May 13.
S. S. Persia, hence May 6.
HILU—Arrived, May 12, sp John Ena, from San Francisco.
MAHUKONA—Arrived, May 12, Bkn. Lahaina, from Newcastle.
FANNING ISLAND—Sailed, May 12, 4 p. m., schooner Florence Ward for Honolulu.
PORT SAN LUIS—Arrived, May 12, S. S. Lansing from Kahului, May 3.
Aerograms.
S. S. W. F. HERRIN arrives from Port Harford Wednesday, 7 p. m.
U. S. A. T. SHERMAN arrives from San Francisco Wednesday, 6 a. m.

ARMY AND NAVY NOTES

"There is no great shortage of men or of supplies on the North Atlantic fleet, or any of the other fleets, so far as I know," said Rear Admiral Hutch I. Cone, chief of the Bureau of Steam Engineering of the Navy Department. "There is no occasion for any alarm regarding the unpreparedness of the battleships of the American navy for war," he continued. "While I am not directly in touch with question of personnel on the fleet, I know naval officers at the present time are not unduly concerned over the conditions of our ships."

That there is a more or less permanent shortage of men aboard the battleships of the North Atlantic fleet is not denied. There has been great difficulty experienced in obtaining enlistments in the past few years, and Congress has been none too liberal in providing for increases in personnel commensurate with